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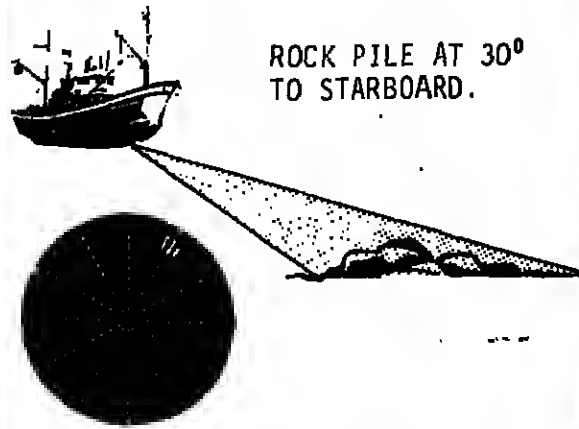
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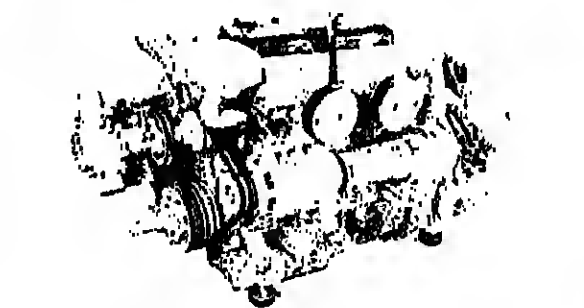


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ANGRY SPANISH fishermen were reported to be pulling out of EEC waters this week on orders from their Government. This move was being made in protest against heavy restrictions on Spanish fishing.

Only 12 licences were granted to Spanish vessels which means that over 500 boats have been denied the right to fish.

The boats most affected are from Northern Spain. There has been a strong reaction from Spanish fishermen who have been urging their Government to take a tougher line with the EEC. Government officials maintain that this is impossible because the EEC is divided among its own members on how much fish can be shared out.

Spain regards the present licence allowance as only a temporary measure and is looking for more permanent and generous agreement. The arrangement with Spain runs until the end of September and covers only anchovy and hake.

In reprisal, Spanish fishermen are asking

Spain may hit back as EEC chops licences

their government to close the Straits of Gibraltar to EEC ships and aircraft. It is claimed that the withdrawal from EEC waters will put three-quarters of the Northern Spanish fleet out of business and affect over one million people if the shore-based side is taken into account.

Another retaliatory measure being considered by Spanish fishermen is the setting up of picket lines to stop

the imports of fish from France, Ireland and the UK — in whose waters the Spanish fish most heavily.

TUESDAY. Some Spanish fishermen were reported to be defying their Government's order to leave EEC waters. This move followed a meeting at the port of Pesajon, in Northern Spain, at which a plan to picket imports of fish from the EEC was voted down.

In Madrid, the Ministry of Fisheries said that the Government was considering restricting imports of fish from EEC countries. The Spanish Government has also come up with an offer of unemployment pay for fishermen who have been displaced by the EEC. Some Spanish trawler owners were reported to have ordered boats fishing in the Azores to enter French waters.

'Drifting no way to catch dogfish'

THE MOST restrictive are in the history of British fishing is now beginning to dawn. With the shutdown on herring, a further round of controls on mackerel and weekly quotas on haddock expected to be introduced any day now, fishermen are in a noose which, while it may not strangle them, will certainly hamper their operations severely.

While necessary, the new limitations on mackerel are purely a shot in the dark. Not until we know what our share of the EEC's 460,000-tonne overall catch is will Ministry figures for internal regulations have any relevance.

There is still a strong feeling that international scientists are being profligate with mackerel in their assessment of the fishing effort the stocks can sustain. Amid all the talk around the industry that scientists from other countries are under political pressure, our own Director of Research was saying in *Fishing News* last week that the new figure on mackerel was quite valid in the light of "some new information."

We just hope that the scientists have got their sums right and know more about the mackerel than local fishermen who have lived a lifetime with them. If the scientists are proved wrong, they will be responsible for a catastrophe in the British fishing industry which will be even worse than the mistake they made over herring some years back.

As for the anticipated controls on haddock, great play is being made by some producer organisations that a Government order will bring into line non-PO fishermen. So it will, but what should not be forgotten is that the POs themselves could not have sorted out the situation even in relation to their own members. They are still wide apart when it comes down to fairly sharing out a diminishing stock of fish.

fishing news

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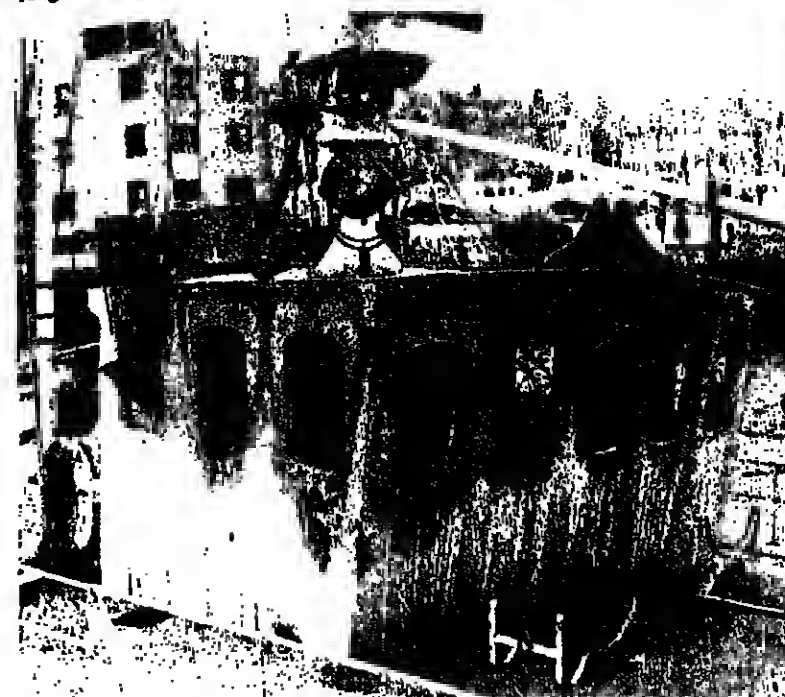
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August 25, 1978



Above: the charred and smoke-blackened wheelhouse of Wistaria after the fire which started 12 miles off Retray Head. Top right: Suffolk Warrior arriving at Peterhead with Wistaria's liferaft. Below: the vessel's six crewmen who were rescued by Suffolk Warrior.

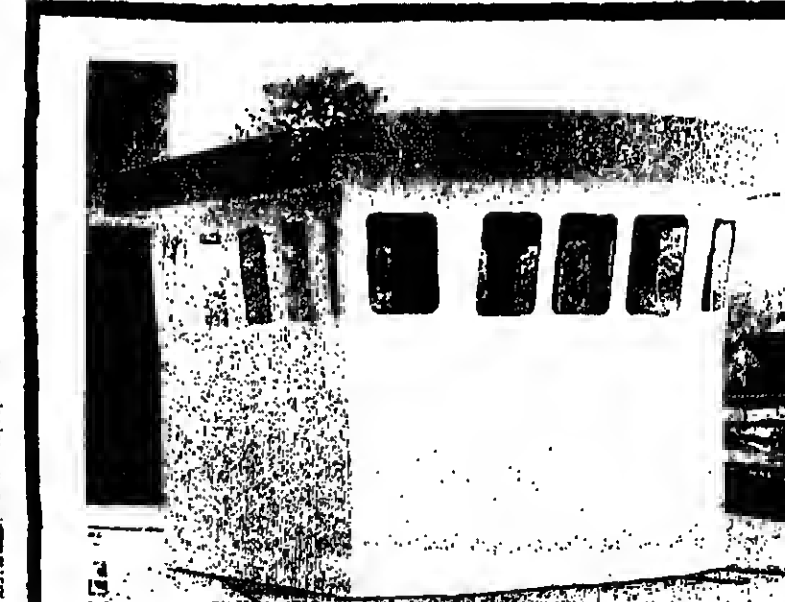


FISHING NEWS



SEINER ABLAZE

EIGHT crewmen from the Potorhead seiner Wistaria had to take to liferafts when they were unable to fight a fire while 12 miles off Retray Head on their way to the Bergen Bank fishing grounds on Thursday last week. Skipper Philip Buchan and the mate, Charles Brown, were on one liferaft which was picked up by the oil related vessel Fastnet Shore. Along with a tug, she was able to put out the blaze. The other crewmen were landed at Peterhead by the rig safety vessel Suffolk Warrior, a former trawler commanded by Skipper Ken Billington. When the fire broke out, apparently in the engine room, Skipper Buchan alerted a rescue helicopter under control. They put two men on board Wistaria which was towed in. People on shore saw the flames belching skywards as the fire took a firm grip and the crew had to abandon ship after trying to control the blaze. The fire gutted the crew's quarters, engine room and wheelhouse. Skipper Billington said he was six miles away when he saw the flames and, as he was steaming in the same direction, went to assist. He added: "We picked up a liferaft with six men and luckily no one was hurt." After picking up Skipper Buchan and the mate from the other liferaft, Fastnet Shore, assisted by a tug, Abergorn, and Gordon Simpson, trained their hoses on the burning (23), Fraserburgh.



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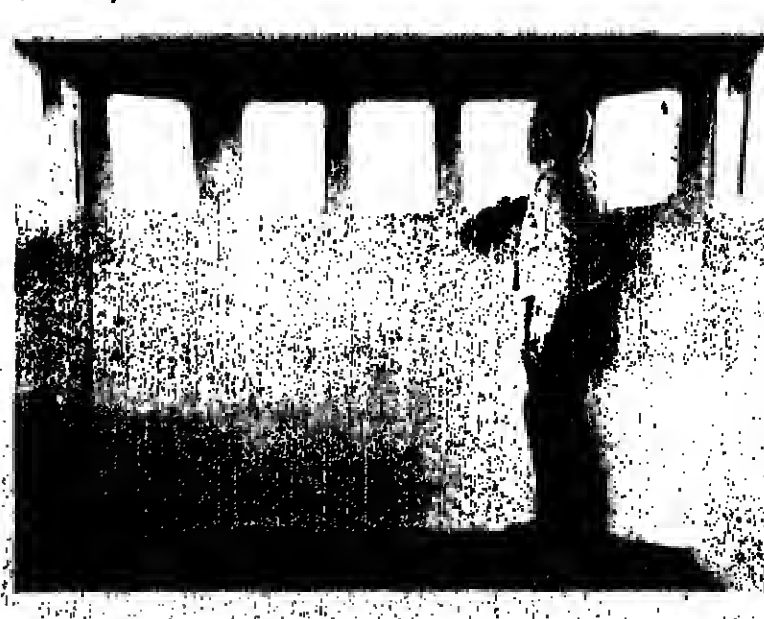
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fishing news international

August 1978 Vol 17 No. 8
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Shrimper trio for Tanzania

A new use for a small GRP hull from a British yard is shipping from the waters off Tanzania. The 36 ft (10.67 metre) long Kamba is one of three transits modelled by Freeman & Marlow for a British Development project based on the use of Salween. For further details, see Page 24.

"Fishing News International" is now a newspaper aimed at keeping its readers well informed on the world scene. FNI runs a fast news service of developments in catching, handling, processing and marketing each month. You can subscribe using the form below and be the first to know what's happening from Alaska to Zambia.

SURPRISE!

Fisheries chief Herman Waddington from FAO - Page 3

Meal giant sold
Newspaper owner sets the world's largest fish meal factory ship - Page 4

NZ-Japan deal?
Fish in exchange for wheat and beef? Trade talks could mean New Zealand opens to Japan - Page 14

Research job
West Germany's research ship Weather Herring stays in Argentine waters to study fish stocks - Page 18

SALMON
Lack of Atlantic salmon in the world's largest fish meal factory ship - Page 18

Boom-time in Canada
Only four years ago Canada's fish industry changed into a boom time. But now it's boom time again and prices are soaring - Page 20

WHICH PATH FOR INDIA?
A deep-sea industry supporting large trawlers or a better deal for the small-scale fisherman? Which offers the best future for India? - Page 22

'Autoliner'
Britain's first 'Autoliner' fishing trawler at the port of Stavanger - Page 26



TUNA WAR

Pacific states challenge US dominance

IN WHAT could become a classic confrontation of developed and developing countries, Central American states such as Costa Rica, Mexico and Nicaragua are set to challenge the US dominance of the tuna fishery in the eastern tropical Pacific region.

"We have a 200-mile patrol area and we feel that it is the resources in it," Dr. Gabriela Nijera of Costa Rica told FNI correspondents William C. Miller in an exclusive interview last month in San Diego.

POISON SALMON ALERT

THE FIRST suspected outbreak of salmon poisoning in Britain in 23 years has been quickly traced to a 7.7-ton salmon caught in Bristol Bay, Alaska, and sold to John West.

The victims were four elderly people who ate the salmon after eating the salmon on Sunday, July 30.

Consumers were warned not to eat salmon from the east coast of Alaska until further notice, and investigations could isolate the source of the poison.

Full report on Page 5.



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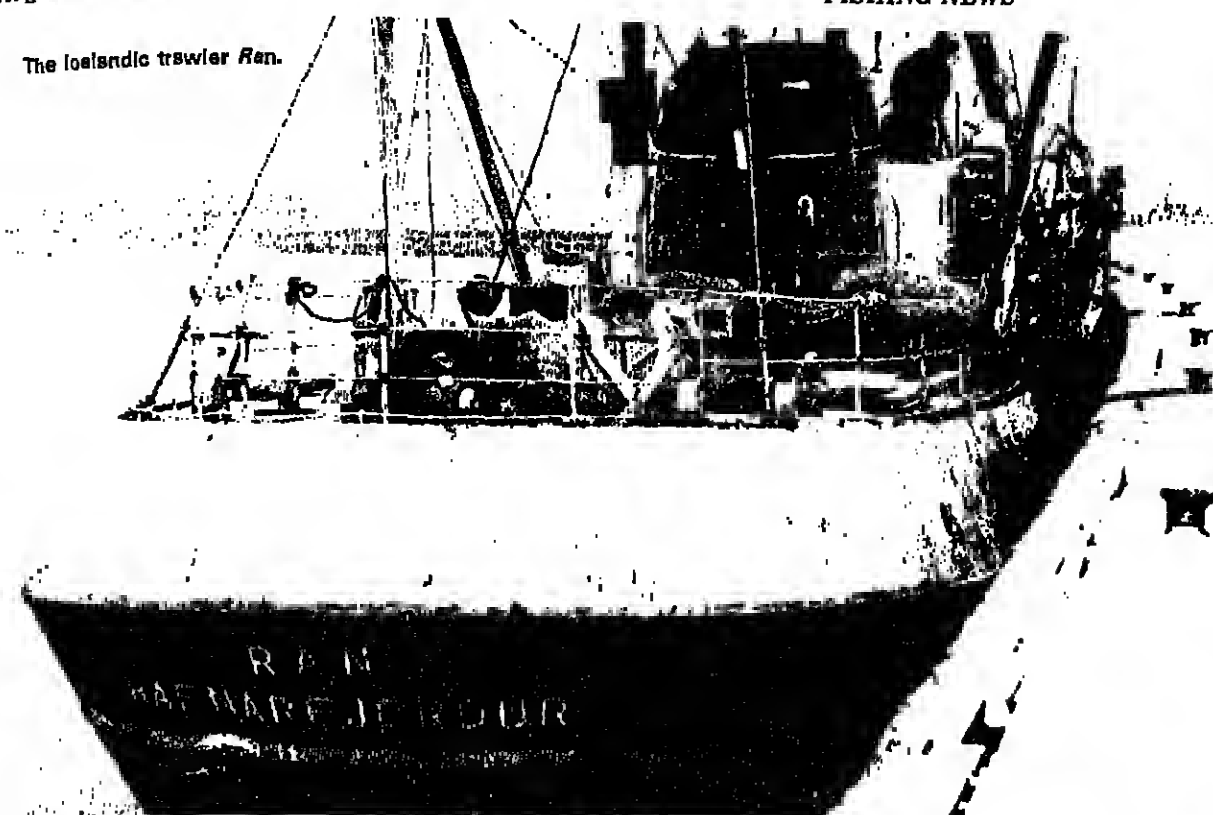


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The Icelandic trawler Ran.



THE ICELANDIC trawler Ran - formerly the Grimsby trawler Boston Wellvale - made £75,409 at Hull on Monday for 2,820 kits. It was one of the ship's biggest turnouts ever.

Codstuffs were the main catch and her agent, Boston Deep Sea Fisheries, secured her an average of £29.65 per kit.

She had 1,810 kits of cod which ranged from £30 to £33 per kit and 532 kits of codling which made from £25 to £33.25 per kit.

Other prices per kit included £35/£44.50 (average £40.73) for 170 kits of haddock and £17.50/£20.25 (average £18) for 200 kits of sole.

The vessel also brought 73 kits of redfish of which 14 kits were condemned and 35 kits were unsold.

Boston Wellvale became an Icelandic ship after she returned to Iceland.

EEC GUIDE TO AID IMPORTS

SOME HELP for fish importers trying to understand the reduction on tariffs for white fish has been published in the form of an Explanatory Note by the EEC.

This is given in Official Journal C174, July 21, 1978, and outlines the reference prices which must be respected before Customs can apply the reduced tariffs to a particular consignment.

The annex to the notice gives the various species, categories and the reference prices in sterling.

Further details of the procedures to be applied for claiming the lower rate of duty can be obtained from local offices of H.M. Customs and Excise.

Advice on the grading of fresh fish can be obtained from the local offices of the Fisheries Inspectorates of the United Kingdom Fisheries Department.

The addresses and telephone numbers of these offices will be found in the telephone directory for the area concerned.

RUSSIANS WARNED

HARSTED Coastguard reports that the Soviet vessel fishing around Svalbard are not respecting the international regulations on mesh width. The Coastguard has given written warnings to the skipper of all seven vessels hoarded and inspected.

The boats will not be arrested but diplomatic protests will be made if the bad practice continues.

About 40 Soviet vessels are taking large quantities of redfish and are not making reports of catches as requested to the Fisheries Directorate.

According to some Barents Sea skippers interviewed in Norway, the Soviets are using nets suitable for prawn trawling and taking a high percentage of undersize fish.

Faroe fish link goes on

SKETLAND processors are continuing to import fish from Faroe as local landings are still low. Last week 1,700 cwt. of fish, mostly cod, arrived from Faroe and sold for £32,482.

Local landings have improved slightly, however, and during the week 86 arrivals landed 18,857 cwt. worth a total of £71,801. As usual the bulk of the local catch was industrial fish - 13,000 cwt. worth £21,000.

aground off the north-east coast and was abandoned as a total write-off. She was refloated and found to be in fair condition in 1971.

Also landing at Hull on Monday was the now Lowestoft-based trawler Port Vale, which grossed £12,541 for 464 kits caught in an 18-day trip in home waters.

Merr was the Hull agents for this vessel which was on her second visit to the port this year. In her catch were 75 kits of haddock, the best of which earned £38.25 per kit (average £38.28). She had 40

kits of dogfish and three kits of rays unsold.

On the third of four Icelandic trawlers discharging on separate days at Hull this week, made £57,956 for 1,823 kits on Wednesday.

Average prices per ten stone kit by this vessel included £36.03 for 1,464 kits of codstuffs and £47.88 for 64 kits haddock.

The opening date of the oyster season in the Southern Seas Fisheries District is November 1 and not during October, as stated in Fishing News, August 4.

COLLISION-SKIPPERS SUSPENDED

TWO Grimsby middle water trawler skippers were each suspended for three months last week after their vessels were involved in a head-on collision at the beginning of the month.

Skipper John Waddington and Rose Juno was outwashed in BUT's Ross Juno, and Skipper Geoff Colbert in R. L. Taylor's Honda, were both considered above the waterline end, although repairs are well in hand, neither trawler is expected to resume fishing much before September.

The trawlers bumped in fog north of the Humber estuary as Honda made for Grimsby and Skipper Colbert are appealing against the sentences.

Herring moves angers EEC

BRITAIN is again on a collision course with the EEC - this time over Minister John Silkin's decision to curb herring fishing in the Irish Sea later this year. And the Irish are also angry at this action.

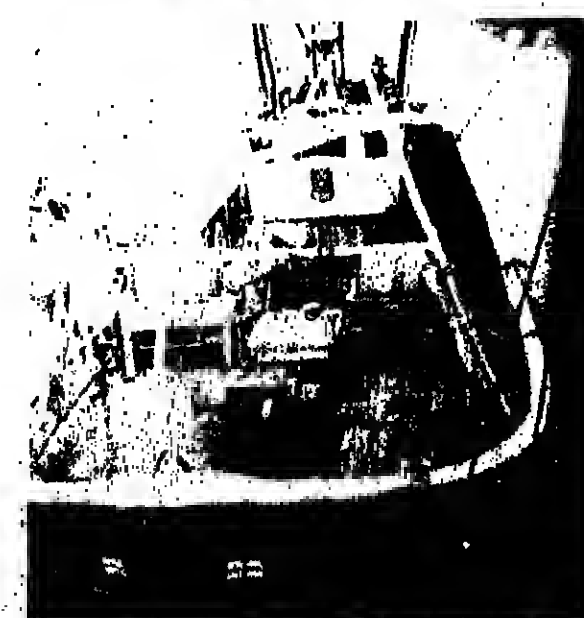
On Monday, the Commission made it clear that it would not accept these measures which discriminate against other EEC fishermen. The Commission implied that it might take Britain to the European Court.

A direct conflict is now emerging between Mr. Silkin and EEC Fisheries Commissioner Finn Gundelach. This follows Mr. Gundelach's assertion that Britain had not taken the necessary steps to consult Britain's EEC partners before announcing unilateral herring curbs.

The Commission seems to have accepted that urgent measures are needed to conserve herring, but feels that the way Britain has acted gives an unfair advantage to her own fishermen.

Irish fishermen and the Council, the other Member States would not agree to take action. Details of the Government's measures for this fishery, producing a licensing system which traditionally United for herring in the Irish Sea, Kingdom and Menx boats. The Irish Fishermen's take about 90 per cent of the Organisation declared that catch, were given in Fishing News last week.

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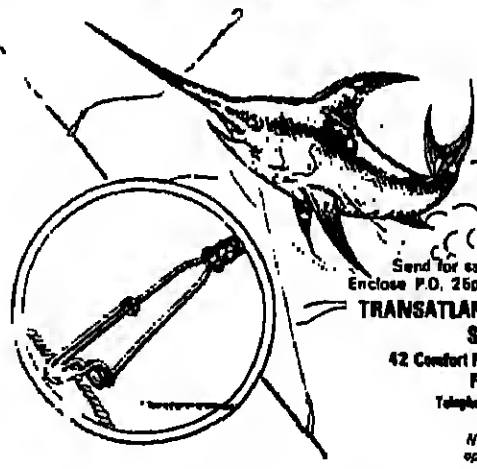


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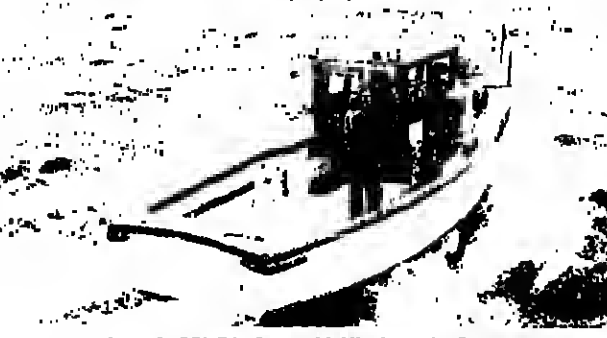
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'FN' FISH TRADING GUIDE

a regular feature

going out

BRITISH exports of fish products were easier in June and lower than the peak figure reached in May. According to the latest official statistics, fish exports were valued at £10.8m compared to nearly £12m in the previous month.

The main reason for the fall is a drop in deliveries to the EEC and the rest of Western Europe. They accounted for £7.5m of the total end, for the first six months of the year, their value was over £43m.

There has been a further increase in sales to the Middle East and deliveries went up by nearly £200,000 to £559,000 in June.

Frozen fish deliveries were down and amounted to £2.7m, but fish fillets showed an encouraging rise. Other products were steady, but there was a drop in sales of lobsters, oysters and crabs (see Tables 1, 2 and 3).

TABLE 1 — TOTAL FISH AND FISH PREPARATIONS (BY REGIONS)

	June 1978	May 1978	June 1977
EEC countries	6,831	6,325	38,285
Other Western Europe	724	1,001	5,109
North America	722	977	3,780
Other developed countries*	831	712	4,598
Latin America	53	32	321
Middle East/North Africa	559	332	2,191
Other developing countries	708	1,582	8,369
Communist countries	109	430	4,938
Total	10,537	11,991	67,589

*Australia, New Zealand, South Africa and Japan

TABLE 2 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY VALUE

	June 1978	May 1978	June 1977
EEC countries	£000	£000	£000
Other Western Europe	979	652	6,822
North America	2,724	4,137	23,449
Other developed countries*	3	11	55
Latin America	966	894	5,054
Middle East/North Africa	—	3	89
Other developing countries	8	15	120
Communist countries	236	330	2,810
Total	444	551	3,436
Crustaceans, molluscs (inc. lobsters, oysters, crabs)	3,318	3,847	16,381
Prepared/preserved fish (inc. caviar, canned salmon)	1,612	1,430	8,481
Prepared/preserved crustaceans, molluscs (inc. crabs)	245	121	1,082

TABLE 3 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY WEIGHT

	June 1978	May 1978	June 1977
EEC countries	tons	tons	tons
Other Western Europe	1,878	498	25,360
North America	5,422	15,808	105,638
Other developed countries*	2	11	57
Latin America	881	1,495	7,853
Middle East/North Africa	—	2	741
Other developing countries	8	13	93
Communist countries	270	590	8,987
Total	328	376	2,470
Crustaceans, molluscs (inc. lobsters, oysters, crabs)	1,730	2,231	12,280
Prepared/preserved fish (inc. caviar and canned salmon)	1,224	1,070	6,888
Prepared/preserved crustaceans, molluscs (inc. crabs)	108	51	500

coming in

FISH product imports were also lower and their value fell to £21m in June. This represented a drop of 18 per cent compared to the previous month. The gap between exports and imports narrowed and the deficit amounted to £11m in June compared to £13m in the previous month.

There was a sharp fall in deliveries from some of the Western European countries and their value declined from £28.7m to £6.8m.

Imports of fish fillets were down as were deliveries of fresh and chilled fish. In contrast, a continued increase in imports of crustaceans was reported and their value reached £2.8m, a rise of 47 per cent compared to the previous month (see Tables 4, 5 and 6).

TABLE 4 — TOTAL FISH AND FISH PREPARATIONS (BY REGIONS)

	June 1978	May 1978	June 1977
EEC countries	8,655	8,815	38,596
Other Western Europe	8,800	8,748	42,421
North America	2,750	3,341	23,023
Other developed countries*	1,997	2,108	2,984
Latin America	116	380	1,850
Middle East/North Africa	310	215	1,261
Other developing countries	2,060	1,884	9,908
Communist countries	341	1,438	2,563
Total	21,029	24,885	125,936

*Australia, New Zealand, South Africa and Japan

TABLE 5 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY VALUE

	June 1978	May 1978	June 1977
EEC countries	£000	£000	£000
Other Western Europe	3,455	3,946	22,107
North America	2,452	1,982	13,154
Other developed countries*	88	69	55
Latin America	4,509	7,682	34,467
Middle East/North Africa	—	7	41
Other developing countries	133	125	231
Communist countries	28	16	153
Total	1,799	2,296	5,383
Crustaceans, molluscs (inc. lobsters, oysters, crabs)	5,739	7,016	37,148
Prepared/preserved fish (inc. caviar, canned salmon)	2,828	1,877	10,319
Prepared/preserved crustaceans, molluscs (inc. crabs)	—	—	—

*Australia, New Zealand, South Africa and Japan

TABLE 6 — FISH, CRUSTACEANS AND FISH PREPARATIONS — BY WEIGHT

	June 1978	May 1978	June 1977
EEC countries	tons	tons	tons
Other Western Europe	5,641	7,255	41,063
North America	3,055	3,174	18,412
Other developed countries*	80	55	59
Latin America	3,995	6,799	31,647
Middle East/North Africa	—	9	3
Other developing countries	216	182	1,601
Communist countries	16	5	123
Total	1,305	2,082	7,406
Crustaceans, molluscs (inc. lobsters, oysters, crabs)	4,026	4,263	24,343
Prepared/preserved fish (inc. caviar, canned salmon)	1,109	838	4,753
Prepared/preserved crustaceans, molluscs (inc. crabs)	—	—	—

*Australia, New Zealand, South Africa and Japan

Sea Law talks are on again... and again

THE UNITED Nations Law of the Sea talks got underway for another four-week session on Monday, almost five years after the first meeting was called.

However, the many problems of the world sharing fish resources and other assets of the sea will not be solved at this session.

Two more meetings seem likely before the one for the final adoption of the Law of the Sea treaty in 1980. The grand finale is due to be held in Caracas, where the series of meetings first started in December 1973.

Delegates from some 100 states are gathered in Geneva for this latest seventh session which will last until September 15. It is the resumption of the talks started in Geneva on May 28 and adjourned on May 31 at the last conference. At the last conference, subjects such as sea-level disputes, fisheries, and 200-mile zones for coastal countries, and the rights of navigation, were discussed. It is now thought that the main part of the work is done, and the meetings have been most difficult.

LOBSTER 3,000 MILES FROM HOME

AN ODD-LOOKING lobster caught by fisherman Malcolm Wright in his pots off the Great Orme Head, North Wales, last May was a long way from home.

Bryn Brooks of Celtic Fisheries at Port Penrhyn Quay bought the lobster and passed it to the Ministry's Fisheries Laboratory at Burnham-on-Crouch.

Dr. Ray Ingle from the Natural History Museum, an expert on the identification of larger crustaceans, confirmed that the animal was an American lobster *Homarus americanus*.

The European lobster *Homarus gammarus* is a very close relative; some people believe they are only different races and not different species.

The nearest fishery for the American lobster is some 3,000 miles away on the eastern seaboard of Canada and USA.

How did this lobster find its way into Welsh waters? The most likely explanation is that it escaped from a consignment of American lobsters imported from Canada.

Considerable quantities end up in Europe each year and are sometimes temporarily stored in Britain.

Zulu masts take shape
BOATBUILDERS in Arbroath, Angus, are preparing two 48ft. long larch trees to become masts on a zulu-type fishing boat.

The boat is being built by Gerrard Brothers, Arbroath, for Roy Williamson, one of the Scottish television singing twosomes "The Corries".

Carpenters have been busy squaring and rounding off the two trees.

Andrew Gerrard said: "Usually we use Oregon pine but these two masts are too long to be imported. They will be prepared by hand and rounded off."

"This is the kind of job one is not likely to see again in a Scottish boatbuilding yard."

The boat is now well on her way to completion and should be launched in a few weeks time. She will be named after Roy's daughter, Sheena.

Ex-Marr ship lands top trip for Iceland

A FOREIGN vessel was once again Fleetwood's top ship last week. The 177ft. *Arsael Sigurdsson* from Iceland landed 1,310 kits, including 30 of cod, 950 of haddock, 10 of whittings and 40 of coley, which sold for £40,784.

This was good news for Boston Deep Sea Fisheries, which acted as the vessel's agent, as it was the first time it has acted in this capacity at Fleetwood for an Icelandic vessel since the lifting of the landing ban at the port. It is hoped that the good grossing will result in Boston handling more Icelandic vessels in future.

Arsael Sigurdsson is no stranger to the port. She was built for J. Marr and Son Ltd. in 1980 as *Lavinia*. She sailed from the port for several years under Skipper Fred Thompson before being sold to Richard Irvin of Aberdeen and renamed *Ben Arthur*. Irvin later sold her to Iceland.

There was only one other landing by a foreign ship during the week. The French stern trawler *D. Chotte* had 507 kits (including 80 of cod, 150 of haddock, 120 of whittings, 30 of coley and 50 of ling), which sold for £13,162.

On the same day there was a good grossing from the local stern trawler *Govina*, commanded by Skipper Charlie Scott. The vessel worked Rockell during her 14-day trip and landed 739 kits — 60 of cod, 500 of haddock, 80 of coley and 20 of ling — worth £19,445. The haddock catch included more than 120 of good quality medium.

The pair trawlers *Idena*

and *Norina* did well, commanded by Skipper Victor Dingle, landed 949 kits for a grossing of £28,613 and *Norina* (Sk. Alec Hay) made £23,587 from 752 kits. Cod and haddock were the main varieties of the catch.

A second J. Marr pair team were less successful. *Fylden* landed 669 kits, including 210 of cod, 140 of haddock, 180 of coley and 15 of ling, which earned £18,775 while *Jacin* landed 150 of cod, 190 of haddock, 160 of coley and 10 of ling — sold for £17,881.

There was a big shortage of nearwater fish as there was only one landing in the section.

**ASHBY GOES 'SOLO'**

THE RECENT sale of the Grimsby pair trawler *Dawn Waters* to west coast interests for scalloping and fishing for queenfish has ended a pair trawling partnership.

The former Lowestoft-owned vessel had worked with *Ashby*, also once of Lowestoft.

Dawn Waters and *Ashby* were the only all-steel team working from the Humber port this year and the deal for *Dawn Waters* has meant that *Ashby*, presently without a suitable partner, has gone 'solo' as a single-boat.

Under the command of Skipper 'Snow' Gallagher, *Ashby* landed her first full trip since the partnership was dissolved at Grimsby last week. She made a promising start with £3,145 from 123 kits after a short trip.

Ashby works through the Tom Sleight (F.S.) Ltd. management agency.

NORTH WALL CHIEF DIES**OBITUARY**

JOHN HOLT, the chairman and managing director of North Wall Fish Ltd. of Grimsby, died after a sudden illness in a Grimsby hospital on August 15. He was 48.

Mr. Holt joined North Wall Fisheries in 1974 from Associated Fisheries and Foods, where he had been sales and marketing director. He was largely responsible for the production and the development of the frozen foods side of the business under the Ocean Foods brand.

Mr. Holt joined the old Grimsby firm of H. Mudd & Son 24 years ago as a management trainee in the plant.

He was quick to spot the potential of the markets and, in those early days, built up a reputation as a fair and much-respected businessman making many useful contacts in the infant industry.

When 'Associated' bought out the H. Mudd firm in 1968, Mr. Holt had risen to be managing director and was already a key figure in frozen food circles.

Mr. Holt leaves a widow and three sons.

STRIKE BALLOT STARTS

A NATIONWIDE trawler strike is on the cards.

A ballot is now being conducted at Aberdeen to back the Transport & General Workers' Union's fight for declassification in the fishing industry.

If, as expected, there is a decision to strike, other ports are almost sure to follow.

Telka are still going on at local level in other ports but any agreement on declassification will have to be between the Aberdeen Fishing Vessel Owners' Association, the British Fishing Federation and the Government.

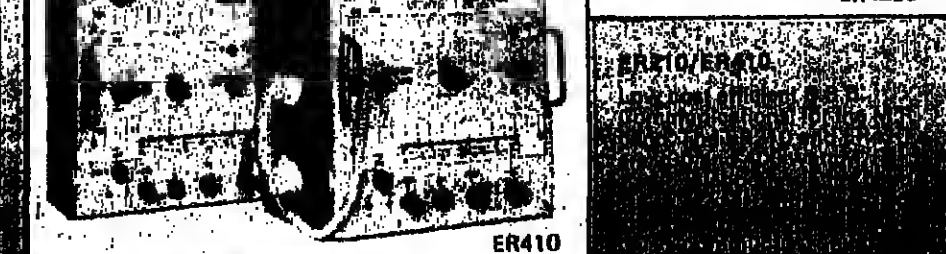
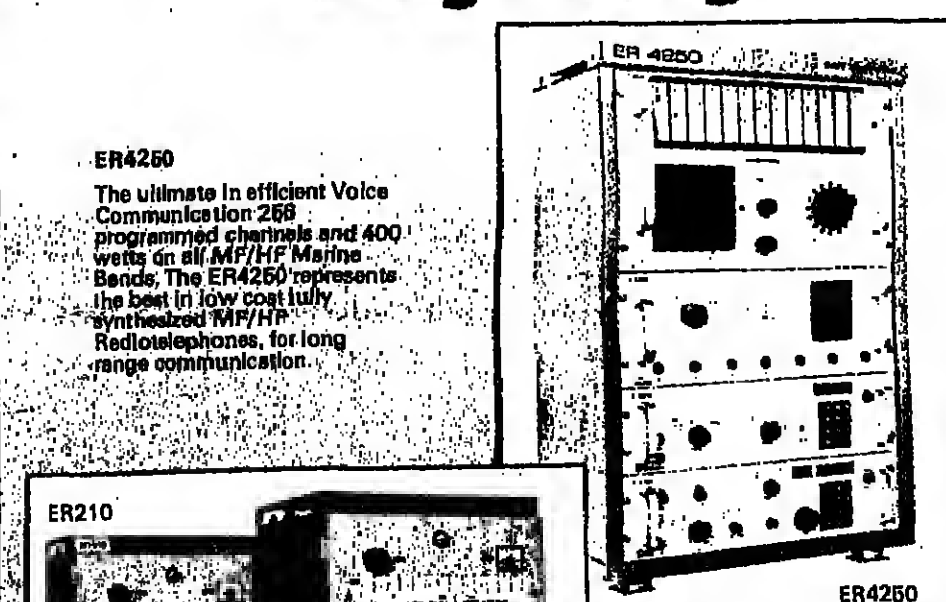
The balloting at Aberdeen could take up to three weeks.

Down again

FISH landings at Scottish ports in July 1978 were down again at 33,000 tonnes, bringing the total in Scotland this year to 203,000 tonnes.

Approximately six per cent (11,200 tonnes) of the total catch were herring; eight per cent (15,800 tonnes) shellfish; and the balance white fish.

The corresponding figures for the first seven months of 1977 were: total landings of 226,000 tonnes; herring, 22,000 tonnes; shellfish, 15,800 tonnes; and the balance, white fish.

SAIT brings the experience of 77 years in marine electronics to the fishing industry

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Materials for boat building

"I EXPECT to be returning to the UK from the West Indies shortly, and will take over a boat about 15 metres long built for fishing here — if I can get necessary permits — or, failing this, to work off the west coast of Scotland."

"It would help me to decide on a boat if you would let me know briefly the advantages and disadvantages of the various boatbuilding materials now available, and which is the best for the boat I have in mind."

You could have the boat built of wood, steel, aluminium, glass reinforced plastic or ferro-cement.

Advantages of a wooden boat are that you can be reasonably certain of what its working life is going to be if it is properly maintained; only elementary knowledge of woodworking tools is required to effect repairs to it and it is likely to be a more comfortable boat in which to live and work than a boat constructed with any other material.

Disadvantages are that it is likely to be comparatively expensive to build; is likely to cost more to maintain and that fire is more likely to cause the total loss of the boat.

A steel hull has the advantage of being strong in itself and does not require much internal structural support making its price comparatively low.

Strength is greater than comparable hulls built of other materials and it will better withstand day-to-day rough treatment in harbour. It is also immune to attack by marine borers.

Other advantages are that fixtures and fittings on a steel hull can be strongly attached and there is little risk of their being torn away by excessive strain.

The technique of welding enables alterations and / or additions to be made quickly and inexpensively. And steel tube can be welded into a steel hull to amplify the process of fitting a stern tube.

Principal disadvantage of a steel hull is its liability to corrode unless it is carefully maintained. Another is that you cannot repair it yourself if it suffers damage in a remote place and you do not carry welding equipment.

An aluminium hull is about half the weight of a steel hull of the same dimensions and less power and less fuel are needed to obtain the same speed. Given the same power as a steel boat of the same waterline length, an aluminium boat can be driven farther and faster to grounds and faster back to moor for the same cost.

An aluminium hull will resist rough treatment. It is highly resistant to abrasion and corrosion, and is impervious to marine borers. Although it needs to be coated with anti-fouling, it does not need to be painted otherwise.

No doubt there are disadvantages about aluminium fishing boats. Their initial cost is comparatively high; some people think they are uncomfortable to live and work aboard. Otherwise there would be more of them in service.

The evidence indicates that

Harvest Gold was Scotland's first 50ft. GRP fishing boat. Fishing News slipped her and found the hull in excellent condition.

although aluminium is a desirable material for building high speed fishing boats it is not generally acceptable for inshore fishing boats.

Advantage of buying a GRP hull and having it completed and fitted out to your requirements is that you benefit from mass production in initial cost. You can also benefit from the fact that it has been designed by a leading naval architect and constructed to Lloyds' Rules and White Fish Authority requirements.

Disadvantages are that you have to take a standard or near-standard hull which may not suit your purpose exactly.

Advantages of buying a ferro-cement hull is that you can get one with precisely the lines you want; have it completed and fitted out to your requirements; and thereafter have to spend little on maintaining it from year to year.

However, since you may take it to the West Indies, I think either a GRP or ferro-cement boat would suit you best — a wooden one would need too much maintenance and a metal one would be too hot for comfort.

If you can find a glass fibre hull which would meet your requirements adequately, a boat based on it would probably be best; if you can't, a ferro-cement boat would be the answer.

Sheringham whelk pots

"CAN you tell me where I can buy Sheringham whelk pots or tell me how they are made?"

The frame of this type of pot consists of a heavy 16 in. diameter base made of iron perforated with half-inch diameter holes. It has eight iron bars welded to the edges of it and bent to form a hemisphere above it. A ring of iron rod is welded to the tops of the bars to form an entrance.

One inch circumference rope made of tarred sisal or polythene is wound around the base to make an enclosure and a rope stop is fitted to the entrance ring for lifting purposes.

Height of the pot is about 10 in. and its entrance is five or six in. diameter. Inside the latter is fitted a sleeve of netting three in. deep to prevent whelks escaping. Across the middle of the inside of the pot belt strings are fitted. Weight is about 40 lb.

However, although there are doubtless several makers of Sheringham whelk pot frames in Norfolk, I have unfortunately never been able to locate one of them.

Cutting out noise

"WE WANT to deaden the noise made by our twin Perkins diesel which are boxed in close to the accommodation."

"We think it would be best to line the compartment with an acoustic insulating material which is fireproof. Do you know of such a material and where it can be obtained?"

A suitable product for your purpose would be Couedlam F, a laminated insulating material which does not absorb oil and would not

kind of rot is properly described and what steps I can take to prevent it recurring in replacement and existing planks?"

This kind of rot is probably wet rot or soft rot.

Wet rot is caused by a fungus of one kind or another which thrives on wet wood. Such fungi reproduce themselves by means of minute spores which are carried by the wind and are more or less certain to make contact with damp timber wherever it may be. When a spore germinates, a fungus will establish itself in the wood and commence to destroy it.

Soft rot is caused by micro-fungi of a different kind. Wood attacked by them usually retains its shape and

Cuprinol before fitting them apores and rot-causing fungus from becoming established in it.

Green Cuprinol is based on copper naphthenate and is more extensively used than any other Cuprinol preservative for treating boat building timbers. If they are subsequently to be varnished or painted a light colour, however, clear Cuprinol, which is based on zinc naphthenate and zinc pentachlorophenolate, is usually preferred.

For applications like yours, clear WR which contains a combination of waxes and resins to reduce absorption of water into treated surfaces, would seem to be best of all.

Your local chandler probably stocks green Cuprinol, clear WR, is obtainable from Cuprinol Ltd., Adderwell, Frome, Somerset.

Hydraulic systems

IN answer to a question about hydraulic propulsion systems in *Fishing News*, May 26, I said that equipment to operate such systems was obtainable in this country from Bolinders Ltd., 50 Kings Cross Road, London WC1 (Volvo hydrostatic propulsion unit) and Premier Precision Ltd., of Bracknell, Berkshire.

I have since learnt that, although Premier Precision was involved in the development of a hydraulic propulsion unit, the company no longer produces it and versions of it are now manufactured and marketed by E. W. Marina, Dale Road, Selly Oak, Birmingham.

The basic version is now known as the E. W. Marine hydromatic propulsion unit. It consists of a heavy duty variable output pump, a propulsion motor in a streamlined housing, a relief valve and three flexible hoses between pump and motor, plus an oil reservoir and filter.

It incorporates a propeller mounted on a shaft projecting from a propulsion motor designed to be fitted outside a boat's hull.

The unit can be operated by a diesel engine flexibly mounted anywhere in the boat. The variable output pump is coupled to it by a flexible drive and transmits oil at high pressure to the propulsion motor. Having transferred energy to it, the oil is returned at a lower pressure to the pump inlet for re-circulation.

Single and twin propulsion motors can be fitted in a variety of ways to suit both deep and shallow draught vessels.

A transom drive unit can be used with a portable Lister ST3M air-cooled diesel fitted in a carrying frame for powering small craft. And propulsion motors can be mounted in bow or stern cross tubes for use as thrusters.

Decay in your planks is most unlikely to be caused by dry rot. The true dry rot fungus (*Marulius lacrymans*) prefers to attack damp rather than wet wood — wood with a moisture content of 20-25 per cent which is not exposed to the elements.

If dry rot had been the problem, you would have observed a fluffy white growth resembling cotton wool forming and the planks would have decayed very rapidly.

The term dry rot, incidentally, is used because wood attacked by *Marulius lacrymans* often becomes dry and brittle in its final stages even though it was damp at the commencement of attack.

As good a way of any of preventing rot occurring in replacement planks would be to square them well in green cuprinol before fitting them and, when you have done so, to seal spaces between framing and planking with an elastic seam filling composition.

After this if any water enters the space and the wood becomes damp, the

Net catches 'all species'

"ABOUT two years ago you wrote about a New Zealander who had designed a trawl which he thought would catch anything. You said that he had offered to supply the design to anyone who applied to him for it. If you still have his address, would you please let me have it?"

I should also be grateful for any information about fishing in New Zealand."

The designer of the trawl, known as the balloon trawl, was Gordon Nicholson, Timaru, South Island. I have an idea that he is no longer fishing out of Timaru but a letter addressed to him there would doubtless be forwarded.

For the latest and best information about fishing in New Zealand, I suggest you apply to The Information Officer, New Zealand House, Haymarket, London SW1, a copy of a publication called *The Fishing Industry in New Zealand*.

Even if the first edition of this booklet has not been distributed to take into account recent changes (since limits were extended to 200 miles you will glean much useful information from it).

It contains a map of New South and Stewart Islands showing the principal fishing ports and the extent of the continental shelf around them. It gives details of principal methods employed, registration of fishing vessels and legislation affecting the industry.

Two more maps show where principal commercial species are to be caught around the North and South Islands, and a table indicates what percentage of aggregate total landings.

The book also contains analyses of wet fish and crayfish landings; details of total and crayfish exports; information about harvesting oysters, mussels, scallops, toadstools, reviews of product and fish processing activities; and descriptions of research work being undertaken.

A score of well captioned photographs give you an overall picture of the industry; and 30 more show principal species of fish captured in NZ waters.

Each captioned picture shows the fish caught, minimum size limits and whether there is a catch quantity limit.

Clearing waterways

"IN MY boat I have a Gardner 1.5 engine which is left water cooled. The waterways in the boat are almost blocked."

I have tried sleeping heads in a caustic solution without success. Do you know of any other way of clearing the hard salt out of the waterways?"

De-salting fluids, formulated for use in cases where the engine is left in your case, is available. It is recommended by the engine manufacturer.

Engines (Sales) Ltd., 100, Hill, Englefield, Pettingrove, Manchester.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.



A FORK-LIFT truck showed respect for the front of the Fish Products wholesale shop in Wharfedale Road, on Grimsby Docks, last week when it ended-up parked against the counter after partly demolishing the frontage.

Luckily no one was hurt despite the extensive damage to the premises and FP was able to carry on business as usual.

An assistant said: "After barging-in like that, he never even bought a fish cake!"

SILKIN ON PATROL

FISHERIES MINISTER John Silkin was making a one-day flying visit to the fishing grounds in a RAF Nimrod on Wednesday.

During his flight the Minister was due to talk to skippers over the radio and take a look at foreign fishing effort inside the 200-mile limit.

With another meeting of EEC Fisheries Ministers in Brussels on September 25 and 26, Mr. Silkin was no doubt getting some first-hand information on the importance of British waters to the EEC fishing fleet during his flight.

WHEN salmon dealers in Billingsgate are asked to quote a price for their fish, they often come up with an amazing range. The top and of that range is easy to explain. The smokers still like to buy the biggest fish which provide the most fat and flesh compared with the unusable proportion of heads and tails and guts and bones. But these fish, 15 lb and upwards, are in short supply; much fewer, it is generally agreed then in days gone by. So, in a free market, the asking price is high.

Retailers prefer somewhat smaller fish, as do the caterers, where a cutlet of reasonable thickness can be cut without its weight and consequent cost frightening the customer away. Fortunately these fish are in greater supply and, therefore, command a lower price.

But why should there be an even lower price quoted — often only 50 per cent of the top? The answer is in damage. No smoker nor fishmonger of repute will willingly buy a damaged fish whose skin is gauged, bespattered with dark congealed blood with an unknown quantity of inner bruising.

Any fishmonger who does buy such a fish can only do so for cutlets and must calculate how much will be lost when the damage, internally and externally, have been discarded. So he must fix his bid with this in mind and he is helped by the knowledge that the demand for this class of fish is limited.

Why should such an expensive fish as the salmon be treated in such a manner that damage occurs? In a small number of cases the fisherman is to blame. An ill-directed "prize" misses the head and inflicts bruising right through the prime middle-out or, even more reprehensibly, there are still fishermen who get fish through their bodies leaving deep penetrating wounds. This causes more damage internally than can be guessed at from a cursory external examination.

The major culprit, however, is the eel. That oddity, woolly, nursery toy with its big moist eyes that mutely appeals to every reader of the *Daily Mirror*, can grow into a bull eel 8 ft in length with a girth of up to 8 ft. All this growth is fuelled by fish.

Such a monster recently, in his eagerness to pursue the easy prey in the fishermen's net, was hauled ashore where his stomach was found to contain 20 lb of salmon! And that was, of course, only the undigested part of the day's catch.

While many salmon are taken away by eels from the nets, many more are damaged by edelings swipes of the eel's powerful jaws and escape that death to be mercifully despatched by the fishermen. It is these fish which, with heads half bitten off, or sides gauged with the characteristic horseshoe wounds, that find their way to the lower end of the market's price scale.

There is one thought that may console the salmon trader as they contemplate this massive waste of food. Nature has a way of maintaining her balance and while the do-gooders prevent the eels' only predator, Man, from reducing the teeming colonies which have developed close to many of our salmon rivers, she may take a hand.

All cases of animal over-population are followed by rampant fatal diseases. Perhaps when this comes the *Daily Mirror* will cover its front page with pictures of skeletal bodies, whose open sores keep those appalling eyes moist with pus.

Fleetwood ice plant under threat

FLEETWOOD may lose its ice plant because of falling demand from a reduced local fleet. Anthony Long, manager of the Fylde Ice and Cold Storage Co., said the plant lost £31,000 last year.

He warned: "Unless something is done Fleetwood won't have an ice factory. This situation cannot continue ad infinitum."

The company's ice-making equipment was installed in the 1930s and there is an urgent need for more economical modern equipment. Fylde Ice has put in applications to the Ministry of Agriculture, Fisheries and Food and White Fish Authority for grants towards the new £300,000 plant required. So far it has not received a definite decision.

Mr. Long said: "Our present plant was built and geared for a high tonnage output but, since local ships were banned from the Icelandic grounds, the demand for ice has been falling."

"Last year we produced just over 39,000 tons, which is lower than total ice sales for the year ending March 1972, the first year we were in production. Without the cold storage side this company would have difficulty in continuing to trade. It's a desperate situation."

He said the ice plant had made losses during each of the past three years. In the first three months of the present financial year production was 3,000 tons down on last year's rock bottom total — and a 20 per cent increase in prices in May would not be sufficient to get the account out of the red.

"There are now sayatams

available which could be operated on a low tonnage. The present position has been brought about by the failure of politicians to protect the national fleet. There is a very great urgency in our need to re-acquip because the trawling fleet can no longer operate without the means of preserving fish at sea."

THE Sornoway automatic line boat *Anni Elisabeth* had to cancel her planned landing this week at the new Breasdale fish drying factory.

The plant will not be able to accept fish for around two weeks and ice supplies will not be available for a further two weeks.

capacity of 70 tons a day and installing modern packaging facilities.

Mr. Davies-Colley is now planning a two-year North American holiday and one of his ports of call will be Klondike where his father made a successful claim in the gold rush of 1896.

He was responsible for building cold stores with a capacity of 6,000 tons, the introduction of quick freezing equipment with

offer: ■ Long range detection ■ Excellent definition of MACKEREL, HERRING, PILCHARDS and SPRATS.

It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Pascoo IF'. The skippers of 'Green Field' and 'Bedulous' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steadier picture, making it easier to determine the size, shape and direction of the shoal. "A lovely picture" he said, "a big advance on existing scopes. It gives good returns at 2500 m, with mackerel at 1250." He also liked the master/slave facility and very short range provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steadier picture, making it easier to determine the size, shape and direction of the shoal. "A lovely picture" he said, "a big advance on existing scopes. It gives good returns at 2500 m, with mackerel at 1250." He also liked the master/slave facility and very short range provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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'KEEP OUR KRILL' TRIP TO ANTARCTICA

NORWAY is to 'wave the flag' in Antarctica later this year in a bid to protect her fishing potential in the area.

The trip — to start in December — will be Norway's second to the area in two years.

She is one of the seven nations claiming territory on that continent but, because both the USA and the USSR have taken a reserved position, the question of national claims has yet to be decided and so there is still doubt on who owns what.

In recent years, the resources around the Antarctic area have attracted the world's attention. While catching has been regulated and there are stringent rules regarding seal catches. Other marine resources are to be discussed.

There was a meeting last spring in Canberra on marine resources, especially the abundance of krill. A working party was set up to report to another conference in Buenos Aires this summer.

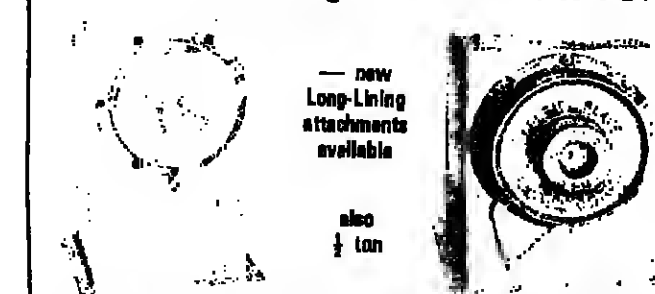
EEC aid

THE EEC is giving aid to 138 fishing projects, including two at Hull and one at Aberdeen involving fish processing.

Fish plant and equipment aid is to go to a factory at Aberdeen, and cash towards a weighing/sorting system and processing machinery for two Hull firms.

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SHELL FISHERMEN — CELTIC SLAVE HAULERS — designed for EARNING!



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Surprise

The decision has aroused a great deal of surprise and speculation in Norway. Knut Vartdal was often the advocate of a tougher line in fisheries than pleased the Foreign Ministry.

With the Foreign Minister and the Law of the Sea Minister increasingly taking over important fisheries negotiations, the Norwegian fishery press sometimes wondered out loud who was Fisheries Director.

Mr. Vartdal would not comment on his decision, except to say that it was the outcome of an overall evaluation of his public and private interests.

The original Treaty permits no extension of the area held by countries with a claim in Antarctica. This is a viewpoint held by many countries with no territorial claims.

Meanwhile Norway's Fisheries Director, Knut Vartdal, has announced that when his present five-year term runs out on October 2, he will leave the government and return to the family business — operating and owning a factory trowler and purser at Vartdal, near Alesund.

Weather buoy

AN automatic weather-recording buoy has been anchored 27 miles west of Foula, Shetland. A number of buoys have been laid in this position before, but rough weather has cut them adrift.

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Catch

At a concluding meeting in Australia later this year, it is hoped that concrete measures will be agreed to, including a total allowable catch of this valuable food source for the area.

The biggest problem is how to reconcile the original Antarctic Treaty with recent changes in a world of new 200-mile fishing zones.

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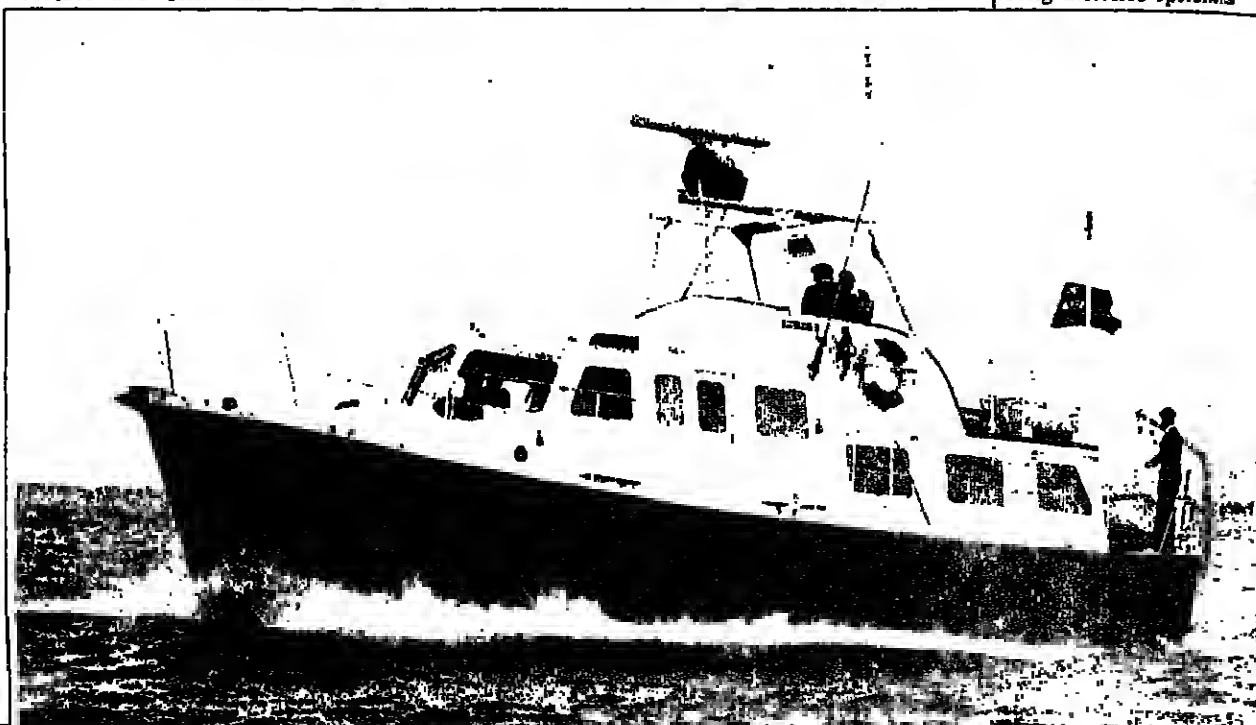
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Leaving — Norway's Fisheries Director, Knut Vartdal.



Fish findsie, sonars and other aids can be used by trainees aboard this new boat.

FLOATING TRAINER HAS PLUG-IN AIDS

TRAINING in fish finding, navigation and radio communication are all possible aboard a versatile new vessel developed as a joint project by Redifon Simulation Ltd. and Watercraft Ltd.

The basic boat is 45.6 ft. long and based on a sturdy GRP hull. She has space aboard to accommodate up to 12 trainees.

Equipment fitted has been arranged as closely as possible to simulate a larger vessel.

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The trainer was introduced in London last week where it was explained that the boat design can be varied to take twin or single screw installations.

Other navigational aids, such as Loran C, can be plugged in. So, too, can fish finding echo sounders and sonar to turn the boat into a fishing trainer, or a small research craft.

Depending on the configuration, up to 12 trainees can be given practical instructions at any one time by rotating them through the facilities aboard.

So, the standard navigation craft which was the first shown, has student positions for helmsman, compass navigation (two bridge, chartroom) and communication.

This student complement can be monitored by a senior officer instructor in charge of the vessel, supported by two specialist instructors.

Redifon and Watercraft describe the aim of their project as a well-balanced training system. In addition to its blend of live and simulated environment, it provides a "valuable transitional step from the basic instruction received in the conventional marine classroom to reality."

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Mackerel men take flight...

HULL fishermen will be flying to Cornwall to attack the mackerel stocks next season.

The commercial charter firm Lees Air / Eastern Airways has won a contract to operate flights on behalf of the Hull Fishing Vessel Owners' Association during next winter.

The flights will operate from the Hull area to Falmouth, West and, on occasion, to Falmouth. The service will allow fishing companies to move their employees at short notice wherever they are needed and give managers more effective control over long distance operations.

An increasing proportion of the catch in the UK, and no doubt throughout the Community, will be taken by fishermen who will expect to be able to return to their own fishing villages and sell their fish over the quayside on arrival. They will expect the organisation of the primary marketing to be done for them, and there will be no shortage of offers.

The Community has, of course, put forward its own traditional framework for such a situation — the producers organisation. There are also plenty of very enterprising men, entrepreneurs, who will offer their services to take up the fishermen's fish at his chosen quayside, and either process it and market it themselves, or sell it on to some larger handler.

It does not seem that there is any great scope for switching British consumer tastes away from white fish — cod, haddock, saithe, and to some extent, plaice — either to mackerel and blue whiting, or to hake, be it the South African or South American variety.

It seems that white fish, and particularly cod, will remain the foundation of the manufacturing freezer business, and there is no justification for the disbursement of large sums of Community money in order to attempt to popularise species such as mackerel or blue whiting.

For 200-mile limits have brought agony and disaster to many of the traditional ports of Britain, it has also brought the immense benefit of proper conservation to the cod and white fish stocks of the Northern Atlantic.

There is no need for cod to become an expensive luxury to the people of Britain and the Community merely because a handful of people in Norway, Iceland and Canada have taken possession of the stocks.

The regeneration of these stocks will provide a growing and secure supply, which must be exported by those countries for they cannot eat it all themselves. Providing the Community is willing to use its own countervailing powers in the form of appropriate duty structures, there is every reason to expect that the peoples of the Community can go on enjoying the species they have always liked, at a reasonable price, giving healthy business for the producers and processors, the catchers and the traders.

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Import tariff 'mess' holding us back

ONE EFFECT of 200-mile limits is to enhance the prospects for small boatmen and dim the horizons for the large freezer trawler.

Future prospects within the EEC Community, and certainly within the United Kingdom, are for a continued and rapid expansion of in-shore and near water fishing within 200 miles of our coasts.

This suggests something about the future of fish marketing: for the selling of fish, at the primary stage, is inevitably becoming more primitive again, more unsophisticated.

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Robbie Blair, Birds Eye's UK Fish Supplies

Co-ordinator, puts the case for rationalising the EEC's fish tariffs so that fish marketing can move into the 1980s. This article was first published this month in 'Eurofish Report'.

At present the duty structure of the Community is a mess. If you import whole cod fish from Norway the duty will be 15 per cent; if you import fresh fillets the duty is 18 per cent; but if you import the same material processed to a frozen form, the duty is only 3 per cent. However, the duty is only 3 per cent if you import a fully processed product with better and crumb.

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Freezer trawlers like Pict have been hit badly by 200-mile limits. The industry is swinging back to inshore and near-water craft.

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Modern Reliable Deck Machinery

It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler 'Goth' and 'Roman'. Our range extends from 3 cubic metres to 16 cubic metres with pull up to 52 tonnes.

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FLAGGING GRIMSBY 'LETS IN' FOREIGNERS

GRIMSBY'S trawler landings slumped to the catches of just ten vessels (and five of those were on one day) at Grimsby last week letting in a stream of foreign tonnage. These ships — mainly Danish and Belgian — had quality North Sea fish and helped maintain the weekly landings figure of around 30,000 kits again.

The Tuesday market was dominated by foreign vessels and, from 18 landings, ten were made by the Danes and Belgians.

For the first time in living memory there were no trawler landings by any Grimsby-owned trawlers on the Wednesday, yet the daily tally was still well in excess of 5,000 kits with continued heavy catches by the port's anchor-seiners, augmented by the foreigners.

The Hemling-aided Belgian beam trawler *Shannon* (O 186) produced the best grossing of the week with £20,088 from 569 kits of mixed fish, including some 395 of plaice, 19 of lemons and 16 of prime.

Second place went to Colic Group's side trawler *Huddersfield Town* (Sk. John Peak), making her first landing at Lowestoft since being purchased from Consolidated Fisheries at Grimsby.

Returning from a 12-day trip to the North Sea grounds on Thursday, the vessel grossed £14,287 from 445 kits.

Her best grossing this year was in March, when she returned to Grimsby after a 23-day trip to the White Sea with 1,530 kits worth £56,890.

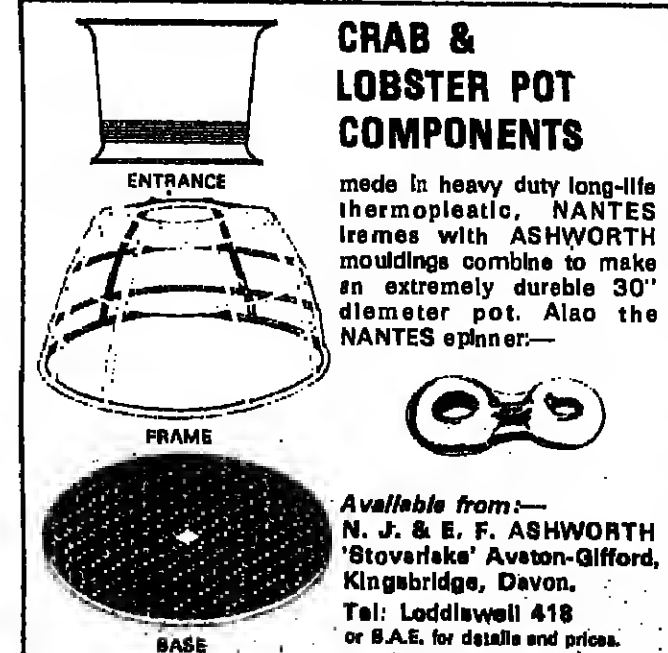
Another Colic side trawler took third place — *St. Thomas* (Sk. J. Ketteringham). She landed on Friday with a 457-kit catch after 12 days to earn £14,150, followed by another Colic vessel, the stern trawler *St. Philip* with Skipper Terry Martin. She earned £13,410 from a 373 kit landing after returning on Wednesday from an 11-day trip.

Another Wednesday landing was by the small Boston Group stern trawler *Boston Sea Knight*, now under the command of J. Williams, which after 13 days brought in a 356-kit catch to make £12,410.

Small & Co's only vessel among the top six was *Suffolk Challenger* (Sk. D. Atkins), which on Monday put ashore 297 kits to earn £12,149 after a 12-day trip.

CRAB & LOBSTER POT COMPONENTS

made in heavy duty long-life thermoplastic. NANTES frames with ASHWORTH mouldings combine to make an extremely durable 30" diameter pot. Also the NANTES spinner.



Available from: N. J. & E. F. ASHWORTH 'Stovara's' Aveton-Gifford, Kingsbridge, Devon. Tel: Loddswell 418 or B.A.E. for details and prices.



Above: The Belgian beam trawler *Shannon* (O 186) was Grimsby's top-grossing vessel last week with £20,088 from 569 kits — mostly fine plaice.

Cougar (Skipper Sammy Taylor) lost 142 kits to meal out of 888 landed which dropped her earnings down to £13,149.

The North Sea fleets continued to prosper with big landings of cod and plaice. Highlight of the week in the pair trawling section was a combined £37,294 by the John R-aided team *Jean*

Scott (Skipper Phil Scott) and *Golden Venture* (Skipper 'Pete' Pultrey). They had 1,399 kits of cod and plaice after just 12 days.

Danbrit's *Carl Borum* (Skipper Graham Riley) and *Jacqueline Borum* (Skipper Jan Borum) pressed them all the way on £33,772 from 1,217 in 10 days. Anchor-seiner honours

were very evenly spread out among the main agencies, with the top six vessels working through different offices. *Consol's Guldberg* (Skipper Cliff Casper), on £11,722, just managed to hold off a Friday grossing of £11,633 by *Chormor* (Skipper Otto Jensen), working through the United agency, to finish top of this section.

Stop pursers!

SIR, I appeal to every fisherman in Britain now to make a united stand against the purse seine threat which leaves us no alternative but the dols queue.

It is very obvious that there is to be no mercy from them and, as stated in Parliament a few years ago, a way of life is going to vanish through pure undiluted greed.

Let us not be fooled any longer by scientific facts regarding our remaining stocks. Past evidence shows that estimated X number of tons always erred on the heavy side; we were told at a meeting in Aviemore possibly worse.

But, believe it or not, I am proud to be a fisherman and could think of no better way of

LETTERS

that the amount caught this year should be double last year's total.

I also appeal on what I consider a vital issue: a deterrent. Let nobody be so naive as to consider gentlemen's agreements as anything but eye-wash. What must come for the men who breaks the rules is the licence forfeiture for a year. Otherwise, why waste time and hot air on meetings?

My strongest appeal of all is to consider the next generation of fisherman if there is to be one. I do not care what method of fishing you pursue, if you are not concerned for your son's future as a fisherman you have

no right to have a licence to fish.

If our policy is to be to wipe them up as cheaply and quickly as possible, God have mercy on us.

I visualise, on one hand, a handful of super-purses owning the stocks or a crowd of fools joining an already extended dols queue. But, believe me, the industry must unite fast. I would also say that I have broken unspoken rules while fishing and do not pretend to be any better than anyone else, life for my son and everyone else who has come then pursuing this trade.

SKIPPER D. PATIENCE
(V/A/01 PD138)
Fairmead,
Westend,
Aroch,
Rose-shire.

Divers back fight

ON BEHALF of the British Sub-Aqua Club I should like to add some comment to the article in *Fishing News*, August 4, 'Poole Bay in Danger'.

Divers of the British Sub-Aqua Club are just as concerned as Mrs. Stride that Poole Bay should not become another potential open sewer, like the ill-fated West Bay off Chesil Bank.

In both cases it appears that effluent will be discharged in such a way that it will enter a circulating water system which could become progressively more and more polluted.

No diver likes to think he is immersing himself in the stuff, just as fishermen are not too keen on their livelihood being fouled-up by the excrement of the towns.

domestic effluent can be beneficial to oyst and lobster fisheries as it can act as a nutrient both directly to the shellfish and via the other organisms in the food chain.

However, too much effluent smother the water's ability to convert it into useful products and a lifeless polluted sea becomes an imminent possibility.

In an effort to avoid such disastrous situations, the British Sub-Aqua Club is pursuing biological research projects in many areas likely to be affected by new sewage schemes.

When it comes to any threat of marine life fishermen can be sure of the wholehearted support of the diving community. Perhaps the most worrying aspect of water authorities' desire to discharge into the sea is their willingness to gam-

ble on the probable effects of the effluent.

Water authorities also employ their own scientific experts to project the effects of effluent on the environment, but seldom do they ever discuss the effects of dangerous industrial compounds on marine life.

Who is to say that an outfall dealing with domestic effluent at the time of its construction will never in the future carry industrial waste?

If this happens then all the ooey predilections from the authorities about the zero impact of their effluent on marine life is so much waste paper and might as well be flushed down their new sewers during the opening ceremony.

PAUL R. CRAGG, S.Sc., Ph.D. (Scientific Officer B.S.A.C.), (Senior Lecturer in Marine Biology, City of London Polytechnic).

BATTERED FISH GETS BIG PUSH

FINDUS has recently launched the new product four battered fish sticks. This range has been made possible by the large production capacity of a set £1.5m. fish factory in Grimsby.

With the factory on stream and the new product in national distribution, the company is intent on building on the volume increase by its battered fish range during the first quarter of the year.

The company is expected to increase its retail sales of battered fish by 15 per cent with the new product, which comprises prime white fish fillets in a crisp batter. Recommended selling price 49p for 7oz.

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Western Isles wants own zones

IF THE Western Isles is to be developed as a major fishing centre the first aim of the islands council will be to press for the communities to take control of nearby fish resources.

This is stated in a policy document which came before the council's development services committee at Stornoway on Thursday last week.

It identified specific policies and actions needed to implement its previous decision to develop the area as a major fishing centre in an effort to reduce unemployment by concentrating on local resources.

The paper states that the first aim of the fishing policy must be to attack the paradox whereby the island communities continue to be among the least well off in Europe, at a time when Europe is obtaining increasing wealth from the seas adjacent to the Western Isles.

It adds that any economic strategy for the exploitation of resources must first recognise the justifiable claims of communities which depend on those resources to achieve a reasonable standard of living.

It recommends that the council view the fact that the EEC catching and processing capabilities, and the control over the exploitation of the resources, must be decentralised and that, within the area, the council discriminates in favour of more remote communities. This is because fishing and its related industries present one of the few opportunities for healthy economic development in the rural areas.

The report says that the potential for increased employment from fishing in the Western Isles appears to depend largely on the ability

of the Western Isles to regulate boats and coordinate all other aspects of such a diverse industry.

In addition, landing facilities would have to be improved, processing capacity increased, shellfish stocks managed and fish farming promoted.

It continues: "Existing bodies which have an interest in the fishing industry, are unable by definition to operate solely for the benefit of the Western Isles. The only body which is in a position to do this is the Islands Council."

Therefore, the council has

the initial responsibility for making the Western Isles a major fishing centre.

The report lists the following recommendations: That the council continues to support the UK's stand on a 50-mile exclusive zone; also presses for the decentralisation of control over fishing in areas adjacent to peripheral communities.

That they devise a common approach to EEC and UK fisheries strategies with other islands councils.

Within its own area discriminate in favour of more remote communities.

Employ a fisheries development officer;

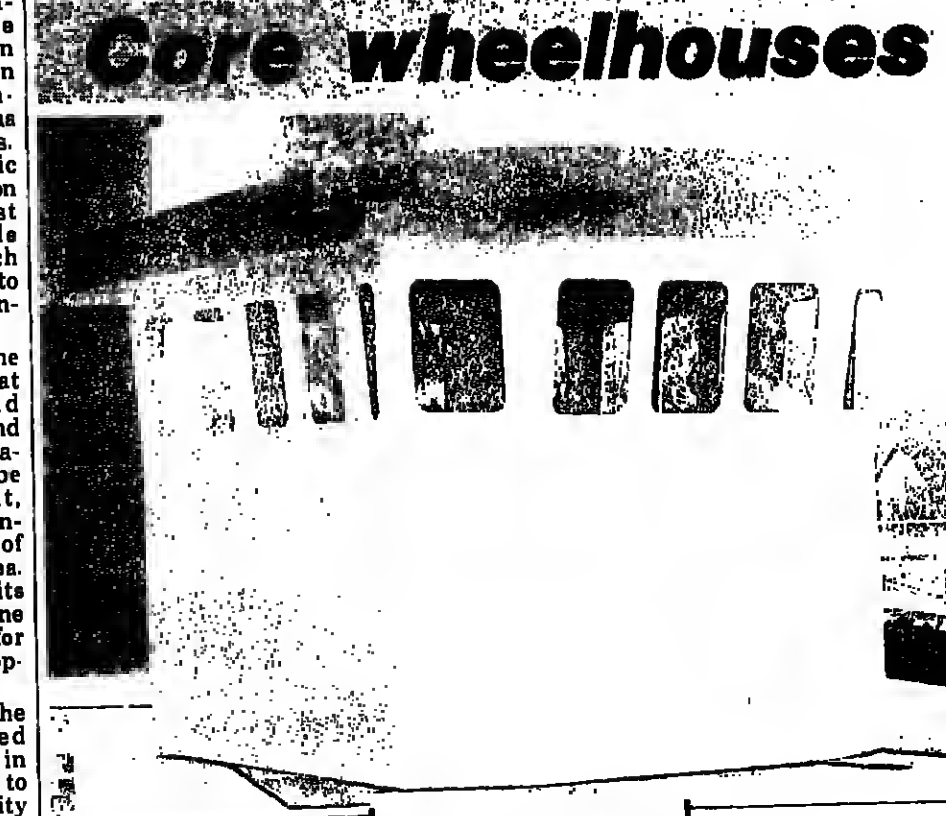
Promote setting up of a Western Isles Fishermen's Association;

Seek to establish a sea fisheries committee of council members to define a fisheries district; pass bylaws for the control of the area;

Establish the council as a harbour authority; Draw up an investment plan for infrastructure, processing and research; Plan investment for larger harbours;

Provide grant and loan facilities for local fishermen to increase catching capacity and investigate setting up a Western Isles fishing industry training board.

The Development Committee agreed to defer the matter for a month so that the Council's new policy group could consider the report and make recommendations.



'Red tide' alert off Ireland

THE IRISH Department of Fisheries has asked all fishermen to inform it of the presence of algae blooms which could indicate likely problems from "red tide."

For the past two years fishermen have reported incidents related to "red tide." In 1976, lugworms were found dying on shores from Carrigrohane, County Wexford, to Youghal, County Cork, in June and a fish kill occurred at Youghal.

This was later found to be related to an unusual growth of a type of planktonic alga. In July and August last year, many reports were made of large areas of discoloured water inshore at Youghal, Ballycotton, Roches Point, Kinsale, Lough Ine, Sherkin Island and Dunmanua Bay, and extensively offshore from Fethard to Ballycotton.

The alga was the same one which causes tiny fleashes in the sea on summer nights. Last year it grew unusually vigorously.

So far Irish oysters have not been affected by any of these dangerous toxic types of these algae which causes problems in the North Sea, but the Department of Fisheries has decided to issue an appeal to all fishermen to help in informing of the presence of blooms.

If possible, the Department has asked fishermen to take a one-pint sample of the water and keep it in a refrigerator, but not to freeze it.

They ask fishermen to telephone the Fisheries Research Centre on Dublin 210111, from where arrangements will be made to collect the sample.

Fishermen would be asked to supply further information, such as where and when the discoloration occurred; the width, depth, smell, etc., and whether any sea creature died.

VERSATILITY Workboats of Rye, Sussex, is now to put two balsa core glassfibre wheelhouses into production. The first (pictured above) has been fitted to the balsa core boat the firm is showing jointly at the Southampton Boat Show with Rank Marine.

It is maintenance free and smooth inside and out as the balsa core allows frameless construction. Internal measurements are: 9ft. 2in. fore-aft, width 7ft. 3in. and height to canopy 6ft. 8.5in.

The wheelhouse does not need lining and the interior is coated with Scot Beder's Fibregard to give one hour's protection against fire. Versatility will be selling the wheelhouses with windows and a door cut-out to customer requirements and, when a hatch is out in the sole, no extra reinforcing is required.

Prices are £2,400. The other wheelhouse will be suitable for boats from 28ft. to 40ft. and will be 8ft. 5in. long and 6ft. wide.

TARIFF

From page 13 fishermen because it will provide a stable and healthy partner, able to take his own catch and find suitable markets, both within the Community and outside.

An industry whose contribution is thus recognised will grow in importance both as a wealth producer and as a job creator. Fish processing

Lowestoft lumpers win rise

LOWESTOFT'S fish market lumpers are getting a 10 per cent increase in piece-work rates under a new pay agreement.

The 70 men at Lowestoft will also get what is described as a "substantial increase" in weekly bonus payments, based on attendance and satisfactory work.

The new agreement, which is to run for a minimum of one year (from August 9) was reached at talks between a lumpers' committee, led by the T&GWU district official Len Chapman, and representatives of the Lowestoft Fishing Vessel Owners' Association.

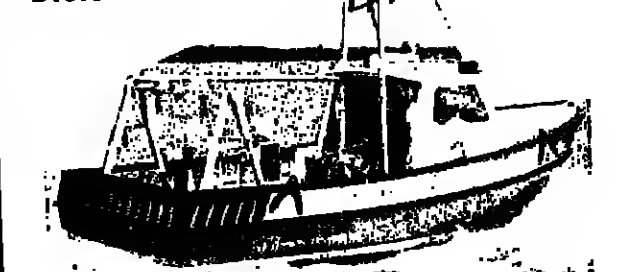
will always be labour intensive and Europe cannot afford to ignore the job contribution which fishing and fish processing can make.

Within this re-invigorated infrastructure, in place of the large distant-water trawling firms in decline, we shall see the continued growth and development of trading and marketing, and distribution organisations, taking the fish from the fishermen and moving it to where someone wants it.

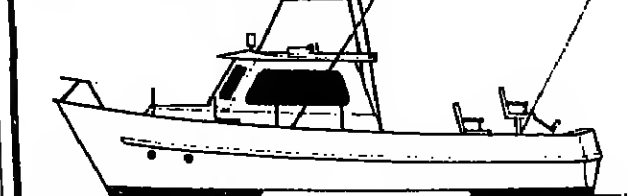
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For faster towing speed the Midwatertrawl is now made with 126 inch mesh (1800mm half mesh) in the wings and first section of belly, or with rope wings and 126 inch mesh in first section of belly. The big mesh or the ropes will also help with the jelly-fish problem. The nets are fitted with stainless steel combination ropes for better opening and more stability, and are easy to handle through the power block. This net is presently being used by Danish and Swedish vessels in the Kattegat and Skagerrak waters with great success. The net can be made either for pair or single boat trawling and will also be ideal for mackerel and sprat fishing.

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